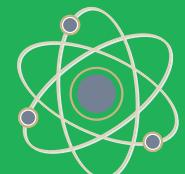


Lovely Homes Like This In Your Neighborhood...



QUALITY RAMBLERS WERE BUILT TO LAST

IN THE 1950S, 1,000 HOMES A YEAR WERE being built in Bloomington, of which 90 percent were ramblers. Demand for housing was high; almost every home was sold before it was built.

If you live in a rambler, chances are it was constructed by one of the three most prominent builders in Bloomington at the time – Marv Anderson, Orrin Thompson or Vern Donnay. Most were building three-bedroom and one-bath models. Four-bedroom and one-and-a-half-bath ramblers were sold to those who could afford or needed a larger home. In addition to the “big three,” at least a dozen other builders were constructing ramblers during Bloomington’s population explosion in the 1950s.

According to Phil Hall, Bloomington probably has more ramblers than any other suburb in the metropolitan area. Hall was a City

Building Inspector from 1958 to 1994. Prior to that, he worked on a construction crew framing ramblers.

“The assembly line production of the ramblers was amazing,” Hall said. “The developer would come in, buy up about 160 acres and plat out the streets. First they’d dig out a whole row of basements. Crews would come by and cap the basements, then another crew would roof and side them all.”

It might have been a mass production process, but the quality of materials used in those days was superb. Douglas fir, cedar-shake siding, oak floors, and cast iron and copper plumbing are materials not found in many homes constructed today.

Once completed, additions would often be named after the builder’s family members or employees. Nancy Lou and Millie Butler are typical subdivisions named in the 1950s.

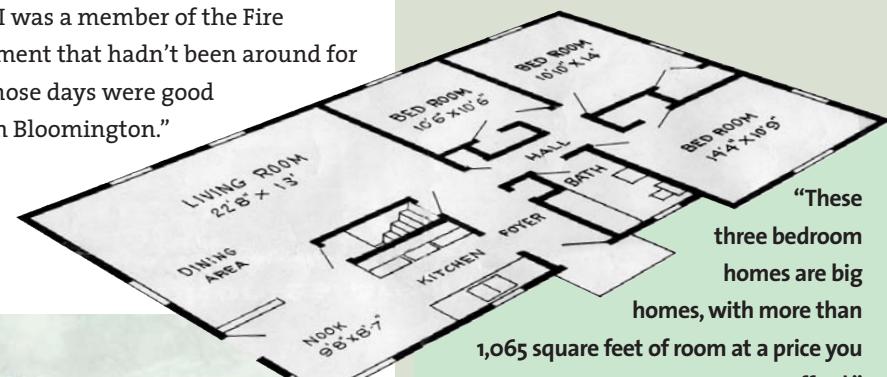
Hall has lived in his Bloomington rambler for 50 years. He bought it when he returned from the Korean war with the help of a 4.5 percent interest G.I. loan. The price was \$12,900. He said he still has a love affair with the rambler and what it represents.

“Just about everyone on my block was a veteran and had four or five kids,” Hall said. “The Bloomington Athletic Association had just begun. I was a member of the Fire Department that hadn’t been around for long. Those days were good times in Bloomington.”

Orrin Thompson
Welcomes You to
FOREST CREST



Nancy, who lives in the Orrin Thompson rambler she and her husband bought in 1957, holds the original brochure.

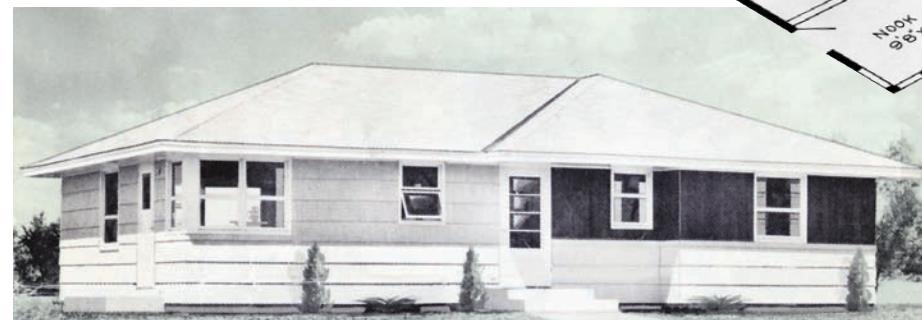


“These three bedroom homes are big homes, with more than 1,065 square feet of room at a price you can afford.”

FROM THE FOREST CREST BROCHURE:



“You’ll love this modern GE kitchen with built-in GE electric oven and GE electric surface range in your choice of color. The Nutone copper hood has a ventilating fan to remove cooking odors, plus a complete copper-tiled recess range area. This kitchen is a homemaker’s dream ...”



“Its natural scenic beauty and excellent location in the sparkling new community of Bloomington will be one of the most attractive new homesites in the entire Northwest. Approximately 150 new, individually styled Orrin Thompson homes will be built in Forest Crest with floor plans, features and planning wanted by prospective new home buyers. Your dream of a new home in an ideal neighborhood can come true when you live in Forest Crest.”



One of 56 outstanding features:
“A food mixer, blender and knife sharpener operated from one powerful sealed-in motor.”

WHAT'S DEVELOPING

TRAFFIC-MANAGEMENT UPDATE

LANE CONVERSION CONTINUES FOR COLLECTOR STREETS

AS PART OF THE CITY’S TRAFFIC-management program, the City Council approved a policy to help ease the speed of traffic on Bloomington’s streets. The policy provides for collector streets that are scheduled for seal coat, overlay or reconstruction and that have traffic volumes less than 10,000 vehicles per day to be changed from four undivided lanes, to two lanes or two lanes with a center, two-way, left-turn lane. The goal is to decrease speeds and increase safety without negatively affecting the level of service of the roadway.

Driving three-lane streets

Four-lane to three-lane conversions were completed on Nine Mile Creek Parkway between Stanley Road and

West 90th Street, Poplar Bridge Road between Normandale and France Avenues and on West 102nd Street between Penn and France Avenues. Streets in the metropolitan area that have been converted to two lanes with center, dual left-turn lanes, including West 50th Street in Minneapolis and Fairview Avenue in St. Paul, have existed for a few years, but people may not be familiar with driving them. For roads with three lanes that have traffic flowing in both directions, the center turn lane is reserved for, and is to be used by, all traffic turning left from both lanes. See photo. It is illegal to use the center turn lane as a passing lane or for traveling more than 300 feet.



Share the road

Most of the converted streets include a striped shoulder. While the striped shoulders are not wide enough to meet bike-lane standards, they may be used by bicyclists. Motorists are encouraged to be aware of bicyclists traveling on the shoulder.

For more information, call Amy Marohn, Civil Engineer - Traffic at 952-563-4532 or visit the City’s Web site at www.ci.bloomington.mn.us, keyword: Traffic management.

COMPLETED STREETS

Four-lane to two-lane conversions have been completed on West 94th Street between Normandale Boulevard and Nesbitt Avenue and West 84th Street between Garfield and Nicollet Avenues. The street segments of Nesbitt Avenue between West 94th and West 98th Streets, Overlook Drive between Thomas Avenue and West 108th Street, 12th Avenue between 84th and 94th Streets and West 82nd Street between Pleasant and Nicollet Avenues were also completed.